





## INTIMATIONS

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WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## SCOTCH WHISKY.

A—THORNE'S BLEND, White  
Capsule ..... \$10.80

B—WATSON'S GLENORCHY  
MELLOW BLEND, Blue  
Capsule, with Name and  
Trade Mark ..... 10.80

C—WATSON'S ABELOUR-GLEN-  
LIVERT, Red Capsule, with  
Name and Trade Mark. 12.00

D—WATSON'S H.K.D. BLEND  
OF THE FINEST SCOTCH  
MALT WHISKIES, Violet  
Capsule ..... 14.40

E—WATSON'S VERY OLD LI-  
QUEUR SCOTCH WHISKY,  
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THORNE'S BLEND AND WATSON'S  
GLENORCHY are high class Soda  
Whiskies, of greater age than most  
brands in the market.

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Peat Whisky, (smoky) and could not  
be replaced in stock at the price.

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to be the best brand in the Hongkong  
market.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

Hongkong, 14th June, 1898.

MARRIAGE.

On Tuesday, 20th August, at St. John's Cathedral,  
Hongkong, by the Rev. R. F. Cottrell, Registrar  
Thomas Wright, of the Hongkong and Shanghai  
Bank, to Lucy, younger daughter of W. Dwyer,  
Esq., Hongkong.

[1851]

The Daily Press.

HONGKONG, September 1st 1898.

We remember a remark made in Mr.

Chubb's book to the effect that the

position of a thorough knowledge of the

Chinese language seems unfortunately to

curry with it the adoption, by the student,

of Chinese ideas and manner of thought,

or, in other words, by the time you know

Chinese you have become a Chinaman in

your way of looking at things. Judging

by the latest attempt at Inland Water Regula-

tions which has emanated from Canton we

should say Mr. Chubb had ample grounds

for his statement. First we had the issue

of a set of rules which came into force in

Shanghai but apparently not in the South.

We do not consider this latter a cause of

complaint, inasmuch as these rules were

equally unintelligible to the persons issuing

them and the persons—that is, the public—

for whose information they were published.

Now Canton is giving us the "General

"Regulations of March, 1898," issued by

"the Peking Government," in a printed

form and is working upon another set

which are a slight modification of these and

which we published on the 24th inst. from

the Shanghai papers. In the "March

"issue" we were told "small" steamers will

be allowed; in the other it states steamers

"not being vessels of a sea going type." It

would be interesting to know which rules

are in force and who is to decide what

constitutes "small" or "not of a sea going

"type" as the case may be? If the various

Commissioners, a circular embodying their

views in the shipbuilding list would prob-

ably be useful and without doubt unique.

Again, in the last issue "waters of Trinity

"Port" provinces" is raised and all the

waters are thrown open, the definition of

inland to be as in the Chofoo Convention,

but this apparent concession is to a large

extent nullified by the restriction which

prevents vessels trading to and from Hong-

kong from getting any benefit out of it. In

both it states that the waters are open to

"steamers," but in view of the interpretation

put upon the Treaty which opened the West

River it would be as well for our Minister

to include in his amendments the words

"steamers and other craft" as it is the

only intention of the Chinese authorities

to restrict the concession to steamers only.

In the last issue, under the heading of

"Revenue," instead of a simplification of

matters this subject is evidently to be fur-

ther complicated by the addition of another

system of collecting duties to the numerous

ones already in force. In China. Foreign

owned steamers are to have one treatment,

Chinese-owned steamers, and junks are, we

presume, to go on as before? What all and

each have to pay is not stated, but a

reference in the case of foreign steamers is

made to the "not of a sea going type" clause

to be enforced; or that vessels running

from here to Wuchow are not to be allowed

to touch at any places en route other than

ports of call and treaty ports? If the

latter is to be the case the so or we insist

on more treaty ports being opened the

better; and with regard to the former—that

is, a vessel proceeding from Canton to a

place near Fochow—surely it cannot be

contended that a vessel has not that right;

and if she has, does the Canton Commis-

sioner seriously think that by preventing

such vessels from going to Hongkong en route

smuggling will be prevented? We fancy

we have heard of the transfer of cargo from

junk to steamer and vice versa on the

high seas as it is, and the effect of the

restrictions now proposed would not be to

stop this, but simply to not, as we said

before, as a deterrent to legitimate trade.

What was the result of the attempt made

to prevent the Shanghai-Canton steamers

sailing at Hongkong en route? It could

not be done; nor do we think that the British

Minister has so far inhibited those Chinese

characteristics of which Mr. Chubb

makes mention, as to warrant us in be-

lieving that he will allow his efforts for the

preservation of China in the one way left

open for it to be done—namely, by throw-

ing open the whole country to foreign trade

—to be thwarted by such restrictions as we

mention.

In order that we may not be accused of

pointing out faults without suggesting

remedies we will briefly deal with the im-

portant points in connection with the rules

which all admit to be necessary for the

opening of the waters of China. Putting

aside for the moment places such as Kin-

chow, which have only a problematical trade,

there are certain modifications needed for

the South of China not perhaps necessary

for the North, owing to the presence in this

neighbourhood of free ports like Hongkong;

but even these do not appear to be insur-

mountable obstacles to contend with, as a

glance at the Customs returns for Kowloon,

etc., will show. From these it will be seen

that foreign and Chinese goods pass these

places in thousands of tons, carried in junks

to and from Hongkong. On these goods

the Imperial Maritime Customs levy certain

duties. To do this they either make an

examination of the cargo or, as is generally

done, accept the junk master's manifest as

correct, inflicting a heavy fine in cases

where fraud is discovered. What difference

the addition of a boiler and propeller would

make to the craft carrying these goods, as

far as revenue is concerned, is not quiet

clear, except that in the case of steamers of

any size, whose owners would probably be

respectable firms and the captains their em-

ployees, the Customs are more likely to get

a reliable manifest from them than from

junks. The cargo destined for other places

than treaty ports and ports of call now

opened could be so declared and duty paid

on it; the goods to be covered by a "duty

"paid memo" to their place of discharge,

where, if necessary, they could be examined

by the local authorities and, if found to cor-

respond with the duty memo, released. The

case of exports is, we confess, somewhat

more difficult, but examination at the point

of shipment and payment of duty in accor-

dance with the "memo" giving the result

of that examination, at the Kowloon or

other station, would probably be feasible.

The form which the duty memo is paid would

gradually take the place of that of bank

cheques purchased beforehand from the

Customs bankers and sent forward in the

steamer for the purpose. This system, im-

perfect as it is, would at least be some at-

tempt to meet the difficulty, and in a short

while the chief centres of trade for imports

and exports would soon be found and could

be substituted for some of the ports of call

now opened, such as Kowloon, where

goods are landed, etc., simply because it is a

port of call, not because there is any demand

at the place itself. The present Customs staff

at this place could be shifted from one place

to the other.

[With regard to the carriage of cargo, from

place to place in China, we see no reason

why the whole of the waters should not be

thrown open to all craft irrespective of their

flag or means of propulsion, and if internal

navigation there must be, abolish all lein or

other stations at the treaty ports and ports

of call, letting the Imperial Maritime

Customs deal with the whole trade, junk or

otherwise, while at the same time a list of

the stations at other places should be called

for and a tariff to be enforced on all

alike, junk or steamer, foreign or Chinese,

compiled and published, as suggested in

our leader of the 12th of July when

dealing with the same subject. We by

no means overlook the difficulty in

connection with the drawing up of these re-

gulations, but it appears to us that if in-

stead of devoting their time to concocting

absurd and vexatious restrictions calculated

only to prevent legitimate trade the cus-

tomers would accept the situation as it is and

make a bold effort to meet it, it would be

more in accordance with the traditions of

that service and of the Anglo-Saxon race

of which it is largely composed.

Yesterday at the Magistracy a rebekha ecclie

was held, on 14 days, for demanding more

than his legal rate.

A. M. P. Remedies occupies the first floor at

No. 24, Hollywood Road. The top floor is

tenanted by a Chinaman, who keeps his ap-

pointment at the evening by being gone

from night at night to 4.30 the following

morning. He was proceeded against for creating a

nuisance, and yesterday Commander Hastings

sent him \$15 or six weeks.

The second class cruisers *Cambria* and

*Cherubini*, at the present time, are being

ward for service on the China Station to

relieve the first-class cruisers *Narcissus* and

*Immermann*. This order is said to be due prin-

cipally to the recommendation of Vice-Admiral

Sir Edward Seymour, Commander in Chief of

the China Station, who has expressed an opinion

that for these waters second class cruisers of

the *Cambria* type, with their 21 knot speed

and varied armament of quick-firing guns,

would in time prove more valuable than the

*Narcissus* class, with their large breech-loading

guns and a maximum speed of only 17 knots.

It was stated yesterday that the *Immermann*

is to relieve the *Immermann*, but she is constantly

in need of Deckyard attention, and as the

replacing facilities at Hongkong are of a limited

character, the intention was to send the *Im-*

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and the critics objected to his stiff, angular style. But he is a really good batsman to play, and it is a treat to see him pluck good balls on the side. His superior advantage of height and reach enable him to play forward with remarkable freedom, and he is very rare indeed in his class as a batsman who can play both right and left hand.

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